



# CRUISING NEWS



SEPTEMBER 2014

## WHERE ARE WE NOW? AND OTHER THINGS.....

BY WILL MERRITT

Will thanking Past Commodore Peter Johns.



So I and 50 other Cruising Group members gathered in the members bar on a cold winters' night to enjoy the open fire and significant rounds of 'bon homie'. Would you believe that the thought that I might benefit from the Friday night 'key draw' never entered my mind. Having failed to win the fortune necessary to pay for a Club membership, we adjourned to the Bayview Room for dinner. I must say that the caterers did a fine job with offerings of pork chops and lamb shank for mains and a fine dessert of rich chocolate cake.

So dear readers, take heart. I, Immediate Past Chairman Will, am about to spare you yet another column of Will's Wise Words. Those few members who think those words are neither witty nor wise need read no further until they have forwarded an email expressing abject apologies.

Of course the success of a forum dinner depends on the topic and skill of the speaker. In this instance we had the pleasure of a presentation from Past Commodore Peter Johns, ably supported by Karen.

However, I digress. The current editor of this esteemed newsletter likes to have written reports on all Cruising Group activities. For some reason I find myself happily volunteering (would you believe dragged kicking and screaming) to provide said words.

Can't speak for others, but I was surprised to learn that Peter is possessed of a fine collection of antique instruments used by mariners for the measurement of angles above the horizon of heavenly bodies such as the sun, moon, stars etc. Peter was able to use samples from his collection to trace the history of this art - from cross staffs,

### CRUISING GROUP COMMITTEE MEMBERS

**Chairperson** Rod Watson.....0409 507 480  
Home.....9842 0969

**Secretary** Jenny Collins.....9585 1154

**Editor** Robina Smith.....9503 0409  
Email.....robina\_smith@hotmail.com

Will Merritt.....9598 8626  
Pam Merritt.....9598 8626  
David Pollard.....9596 5633  
Richard Johnson.....0419 361 285  
Sandy Watson.....0418 906 417  
Roger Walker.....0407 844 992  
Kathy De Garis.....0417 392 811



back staffs and quadrants through to the production of fine German sextants. There was an element of lamentation with the decline of the use of the sextant with the advent of GPS.

I can sense that the technophobes amongst our members will be rolling their eyes at the thought of all this technical information. Peter cleverly switched his presentation to tales of cruising small power boats in rivers, canals and waters across Italy, France and Holland. For a married

man he lives dangerously, relating the usefulness of a wife in being able to assist with work involved in transiting locks. He even had a photo of an instructional sign directing that 'she' will disembark, 'she' will take the lines, 'she' will manually open/close the lock etc.

All in all the meeting was most enjoyable with good food, good company and an entertaining presentation.

## ZONES OF CONFIDENCE

BY BRENTON SMITH

One of the huge advantages of GPS receivers and their upmarket brethren of chart plotters and iPads is that you know your position exactly to within a boat length at all times.

However, your position is a pair of highly accurate latitude and longitude coordinates that is then superimposed on a chart, either manually, or more commonly nowadays, on a screen in which the all-important depth information scrolls conveniently past the symbol representing your boat.

If you are using a paper chart, you may just happen to also look in the title block and consult the Zone of Confidence diagram, and if you are in northern Australia it is likely to have large, and I mean very large, sections categorised as Zone C, i.e. the positions, which includes the positions of the soundings and their associated interpreted contours, as being +/- 500m. This just happens to be a rather large 40 boat lengths if you are sailing on *Chakana*.

There are no Zones of Confidence on your screen, it all looks beguilingly accurate, and so how can you

assess just how much error is present at your current position? Probably the best method is to look at the density of the soundings. If there are plenty of soundings around the depth contours then it is reasonable to have a high level of confidence in the accuracy of the position of the contours on your screen. However, the converse is also valid.

When you are coming in towards land then the ever reliable Mark I eyeball supported by some judicious maintenance of a prudent offering from headlands removes most of the hazards presented by the +/- 500m inaccuracies. However, when dodging shallow shoals, which have been surprising east coast navigators since Cook, the false sense of comfort provided by the super-accurate position marking on the screen becomes apparent when the +/- 500m accuracy limit is considered.

Hence, a suitably prudent offering of the shoal contours on your screen or proceeding at very slow speeds is wise if the water depth is important to your well-being.

# NEW SAFE HARBOUR FINALLY COMING TO EDEN NSW

By Dr. Robert Bain - Secretary POEM Inc. Eden 01/07/2014



Despite the Port of Eden's many advantages as a deep, well located port with excellent facilities, it has a dubious reputation among cruise skippers.

Although the Snug Cove port area is well protected against ocean storms, the NSW Maritime website describes it as unsafe for small vessels. This description is borne out whenever a south west gale comes across Twofold Bay and creates havoc among vessels on the jetties and moorings.

## But not for much longer.

After years of studies and lobbying, the NSW Government has allocated \$10 million for a safe harbour in Snug Cove. The funding will provide for a panel breakwater wave attenuator. Private investment will then be sought for a marina with about 200 berths, probably to be built in 2 stages.

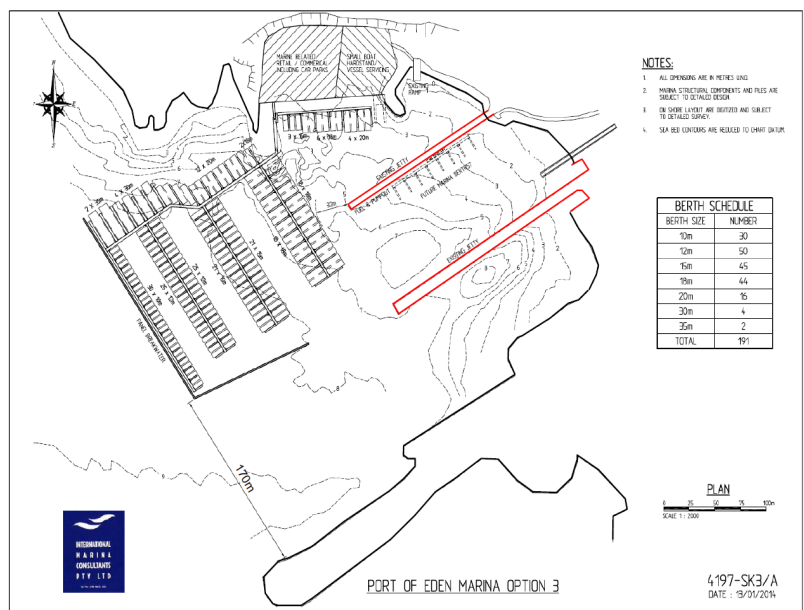
Details of the project, its background and a link to the Bega Valley Shire Council's overall Masterplan for Snug Cove can be found at [www.portofedenmarina.org.au](http://www.portofedenmarina.org.au).

A great deal of the work required to get the project to this stage has been carried out by Port of Eden Marina Inc.(POEM), a local not-for-profit association. We welcome enquiries and new members. Our contacts are on our website.

It is not possible to travel from southern Australia to the north or vice versa by sea without passing Eden.

With Merimbula airport nearby, and daily flights to Melbourne and Sydney, Eden is an ideal place for a crew change. Also, some "R&R" is often a good idea before or after tackling Bass Strait.

The Twofold Bay Yacht Club and the entire Eden community look forward to welcoming visitors for a safe, secure and enjoyable stay for as long as they wish.



Many thanks to Ross Wareing for following up on this and obtaining this article for our Cruising Newsletter.



# HUNTER, CURLEW AND GOLDSMITH ISLANDS SOME OF THE LESSER USED ANCHORAGES

BY BRENTON SMITH

Escaping the appealing clutches of Island Head Creek in a forecast 20-25kt SE and seas that had been accumulating for several days, we headed for Middle Percy Island – the fabled Mecca for cruising yachties. The day before I had used the battery drill onboard to carve CHAKANA into a suitably ‘artistically’ appealing piece of driftwood that I had picked up from Great Keppel Island ready to leave at the renown yachties hut on Middle Percy Island.

The decision to leave was one of those rapid ones having made a decision the night before to sit there for a few more days to wait out the 3-4 days of 20-25 and 25-30kt SE winds. Overnight the wind had dropped out for long periods and this combined with anchor alarms initiated by us no longer being held off the long mudbank by the SE winds, we decided that going downhill in 20-25kts would be OK. Fortunately there is no bar at the entrance to Island Head Creek and so the likelihood of breaking seas was low, even though the tide would be against the seas. This proved to be a good judgment. The boats sheltering in Pt Clinton were not so fortunate with breaking seas preventing movement across the bar for several days – all this picked up by the morning chats on VHF. The course followed by most yachts north is on to The Percies and then Scawfell Island.

The seas were confused and lumpy until we cleared Cape Townshend but we made good progress under mainsail alone. Middle Percy was always going to be a stretch to reach in daylight and the pilot books are not encouraging in ‘developed’ swells and spring tides – i.e. the very conditions we had. We decided that the direction of the seas would make a more pleasant sail to the Duke Islands with the added bonus of being anchored before sunset so changed course a few degrees to the west.



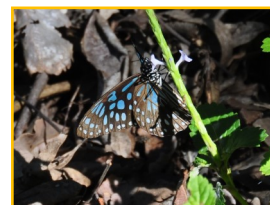
One of those numerous conversations with other cruisers further south mentioned the attractive attributes of Hunter Island (an island in the Duke island group) as an anchorage on the way north. On the chart it does not appear that it would be all that good, but it was a surprisingly comfortable anchorage in the quite inclement conditions. Both Patrick and Lucas mention it as surprisingly comfortable and they were correct. However, not only it is comfortable, it is real jewel to look at, and a great introduction to beauty of the Whitsundays that were still to come.

This still means that our piece of driftwood is in the lazarette waiting for us to visit Middle Percy!



After a peaceful night we sailed on to Curlew Island, another short hop of 40nm still with the 20kn south easterly. Three boats were already anchored but by dusk there were eight boats in total. An easily accessible beach a great attraction. Due to much needed replenishment of supplies we then headed into Mackay before continuing north.

Scawfell Island is on the main route north and we shared it with seven yachts. Brampton Island is a convenient distant north from Mackay and we also shared it with seven other yachts! As you all probably know, Brampton Island has a resort, that is now closed, but the walking trails are still there (just) and may encourage some people ashore. We certainly took advantage of them walking through what were literally clouds of beautiful butterflies while listening to the numerous pied currawongs calling each other. From here, Shaw and Lindeman Islands beckon, and most yachts bypass Goldsmith Island. It is only 18nm from Brampton and that is on the scenic route around Mary, Tinsmith, Linne and Farrier Islands. Having walked the trails on Brampton we only wanted a short sail before declaring a rest day. By that time it had been seven days of non-stop cruising - life can be tough. The next anchorage north suitable for those 20-25kt SEasterlies that were still blowing was Roylan Bay on Goldsmith Island and, joy oh joy, we had it to ourselves, a feat we have not had since anchoring off Sugarloaf Bay in NSW.



After coming in slowly to a depth of 5m at low tide, we dropped the pick making ready for the lay day. We had the pick down by lunch time, by which time Robina had baked a loaf of sourdough rye bread. Yum yum!

Blogging commenced, this article was written, jobs were planned – no need to rush ashore because that could wait until tomorrow.

*Editors note: The next day it was blowing 30+ knots and although it was very comfortable on Chakana we did not think it prudent to take the dinghy ashore with the waves that had developed!*

# Cruising Food

## Making and using Yoghurt on board.

Yoghurt would possibly have to be one the handiest and most versatile ingredients in any galley. It spans the palate of sweet, savoury, spicy and creamy and can be used in dips, drinks, dressings, marinades, baking, desserts and of course, breakfasts.

Whilst it's possible to make yoghurt on board with a thermos and a sugar thermometer these days it's even easier with purpose made kits.

There are several on the market. The one we favour on Highland Fling is the EasyYo system. It costs around \$30.00 to purchase the starter kit which provided the thermos and jars and comes with an advice booklet loaded with good ideas. We like it because the jars are screw topped, making them very secure when under passage. The yoghurt base comes in packages, each one making one kilo of product. They are available in a wide range of flavours but we find the Greek Yoghurt the most versatile. Most supermarkets stock the base mixes and the start-up kit can be purchased in most department stores. The other one which is now widely available is the Hansell's system. Thiers costs just \$15.00 for the starter kit but their lids only have a clip lock system. Either brand product can be used in the thermos. Base Yoghurt packages cost around \$4.00 per pack. Sue Stevens of Mandolin Wind used to mix a half pack of base with powdered milk when travelling offshore and reported good results.

To make your yoghurt simply fill the jar to half with room temperature water then add the base mix. Put the lid on and shake till combined. Top up the jar till its 5mm from the top then reseal. Fill the thermos with boiling water to the level indicated and place the jar inside. Screw the lid on and leave the thermos to sit at room temperature for a minimum of six hours then refrigerate. For a creamy flavoured yoghurt six hours will do, for a tangy flavour, leave it out for eight to twelve hours before refrigeration. The Hansell's system recommends leaving the yoghurt to set for 10-12 hours before refrigeration. Once made it will keep happily in the fridge for 1-2 weeks.

### Strained yoghurt and yoghurt cheese:

We quite often strain our yoghurt to make it thicker. Place a couple of paper kitchen towels or a clean Chux into a strainer. Put a deeper bowl underneath so the whey can drip out. Put a couple of cups of yoghurt into the lined strainer and if using Chux tie it up with an elastic band. Place in the fridge for several hours. For dips, two hours will suffice, for cream cheese consistency leave it for six to twelve hours. For making yoghurt (Labne) cheese, leave it overnight.

Once the Labne is made scoop it out into walnut sized balls, roll it in herbs or spices and store it in a jar of olive oil.

Thickened yoghurt can be sweetened before the straining. If adding fruit puree it's generally better to just serve it on top of the strained yoghurt. Unsweetened Labne can be served with a splash of olive oil and a sprinkling of Middle Eastern spice such as Sumac as a part of a mezze platter.

A simple Tzatziki dip can be made with quickly strained yoghurt, some crushed garlic and diced cucumbers.

### Marinades and Dressings:

The sky's the limit here but we like to mix our yoghurt with Tandoori paste to marinate chicken for the BBQ. We also mix it with a little curry powder to drizzle over cooked chicken or prawns. Tomato sauce, yoghurt and fruit chutney mixed together make a great sauce for BBQ meat, as does a quick satay sauce made from 1/2 cup of yoghurt, 1/4 cup of crunchy peanut butter, 1 tbsp of sweet chilli sauce and a pinch of ground ginger and nutmeg. If cooking chicken satays, first marinate them in some plain yoghurt mixed with crushed garlic to tenderise them.

### Corn Fritters

1 egg  
 1/2 cup yoghurt  
 1 tsp curry powder  
 1 tbsp lemon juice  
 2 spring onions, finely sliced  
 1/4 cup fresh coriander  
 2 cups of whole kernel corn  
 Salt and pepper to season  
 3/4 cup SR flour

Whisk together the first four ingredients in a bowl.

Add the following five, stirring in the flour last.

Shallow fry in vegetable oil or in a lightly sprayed non-stick pan.

These are nice served with the tomato chutney yoghurt sauce.

Plain flavoured yoghurt can also be used as a healthy substitute for cream, sour cream, cream cheese or mayonnaise. To stabilise the yoghurt so it won't split during cooking, bring it up to room temperature before cooking or add a tbsp. of cornflour or plain flour before starting the dish.

### Sweet things:

There are endless recipes out there for cakes and muffins made with yoghurt. Here's a simple base recipe for muffins.

1/2 cup honey  
 1 egg, well beaten  
 1/4 cup vegetable oil  
 1 cup yoghurt  
 2 cups self-raising flour  
 1/2 teaspoon salt

Mix the top four ingredients together in a large bowl.

Mix together the flour and salt then very quickly stir them into the honey egg mix. Do not overmix.

Bake at 180 degrees for 20 min.

Banana/ blueberries etc can be added before the flour is mixed in.

Karen Parker

# DOCKLANDS WINTER FIREWORKS AT MELBOURNE CITY MARINA

BY RICHARD JOHNSON *Sophistiqué* B502



Friday the 29<sup>th</sup> of August was the last of the Docklands Winter Fireworks for 2014. With a week of near perfect weather albeit some fog from time to time the Cruising Group planned to take advantage of the entertainment and great conditions as a follow up to the successful Docklands cruise in July. With some internal rallying for numbers and the promise of great weather it was not long before we had 13 yachts join the cruise with most departing mid afternoon and arriving well in time for some usual on shore entertainment and relaxation.

We were originally all booked in for the night at Waterfront Plaza wharf due to the refurbishment of the Melbourne City Marina, but last minute completion and handover by the contractors for the refurbishment was completed late Thursday and Matt and the crew from the marina office did a great job allocating berths and notifying yacht owners of the revised location and gate codes for the Friday night. It was fantastic to be the first to use the whole of the west arm with our fleet, the location also being much closer to the fireworks, restaurant and far enough away from all the planned on water activities in Victoria Harbour to celebrate Melbourne Day on the Saturday.

Attendee vessels included *Allegresse, Another Dimension, Cat Walk, Cavarlo, Farr Fetched, Foxy Lady, Highland Fling, Mirrabooka, Ophelia, Sophistiqué, Summer Wind, Thula Mama and Wise of Time.*

In excess 40 cruisers from the group and too many to name gathered to enjoy the evening's entertainment and great company. The afternoon commenced with cruising group communal sundowner drinks on the marina walkway at 5.30pm although we could not see the sun go down hidden by fog like low cloud. The fireworks then followed at 7.00pm. We were very fortunate that the low cloud had lifted enough to give clear sky to view the fireworks which were spectacular and noise levels and reverberation enhanced by the low ceiling.

We all dined at nearby Medici Restaurant overlooking the New Quay facilities, the group being responsible for ensuring the venue was close to or on maximum capacity which added to the atmosphere and great for the Docklands community. We must thank the staff at Medici who kept managing to accommodate our ever growing table number requirements during our pre visit organisation. After dinner the group dispersed back to the yachts with various post dinner entertainment being enjoyed on a number of the







Sundowners on the marina

participant vessels including **Mirrabooka** and **Summer Wind** and we thank our hosts.

We all woke to a perfect Melbourne day on Saturday with light winds and clear blue skies. It quickly became evident as to how close we really were to the fireworks that previous night. Yacht owners were very busy hosing off residue from the fireworks from our decks, Kathy De Garis from **Allegresse** claiming she needed an excuse like this for her once a year boat scrub.

Most of us enjoyed a relaxing breakfast in the warming sun on the yachts or a walk to one of the local coffee establishments. Some ventured to the other side of the harbour to soak entertainment and atmosphere from activities of the Melbourne Day event before heading back to Saturday afternoon racing or just enjoying the marina and club facilities back at RBYC in continuing perfect conditions.

It was fantastic to have so many vessels join the event and such large numbers which really demonstrates the kinship and strength of our group. With summer fast approaching we are planning some interesting cruise destinations which we hope will encourage participation and of course a great time.



Another Dimension and the rest of the fleet.

## MEMBER NEWS

David Pollard has organised badges for the following Cruising Group members. They are available to be picked up from Mandy in the office.

- David & Juli Allnut
- Alan Richrdson
- Theresa Morris
- Nilgun Vardarli
- Brian Churchill
- Mark & Helen Watson
- Allan Haddow
- Dean & Fiona Cook
- Sally & Nick Williams
- Paul & Angela Woodman
- Stuart & Magdalena Hall

.....  
**Gypsea Rover, Sue and Bryan Drummond,** have continued to enthral us with their blog of their cruise with Island Cruising Association through Indonesia. If you want to catch up with it search [gypsearover.info](http://gypsearover.info)  
They have recently offloaded one crew and taken on new crew of Mavis, Annie and Denis. We are working on getting the true story behind the cruise from the old crew who can enlighten us as to what really goes on behind the scenes!

.....  
**Jo and John Walker, Kirra Kirra,** reached Pt Douglas in time for a niece's wedding. They are enjoying the great beach, the Daintree and Cape Tribulation, the fairly priced restaurants and the good coffee! Not sure they will want to ever leave the place.

It seems they experienced the same strong winds that far north as **Chakana** did. Great for sailing but had to be careful with the anchorages.

.....  
Robina and Brenton Smith, **Chakana,** will be sailing around the Whitsundays for the next 6 weeks. Hoping for great cruising weather.

.....  
Please keep your cruising stories, 'How I Started Sailing' and favourite anchorage contributions rolling in. This newsletter relies on a flow of member contributions which have become rather sparse of late!

## FORTHCOMING EVENTS

### FRIDAY 19th SEPTEMBER FORUM DINNER MEETING

**Guest Speaker: Kathy De Garis**  
Coping with Medical Emergencies on your Boat

We will discuss and practise how to manage a few very common, and not so common but very important medical situations that may occur on your boat.

What will you need on your boat to manage these emergencies?

Bring along your first aid kits and Kathy will advise you as to how suitable they are and what else may be really useful to include in them.

This presentation promises to be really useful and lots of fun!

As usual, gather at the Club about 6.30pm, member draw at 7pm, followed by the meal, with the talk to follow.

Booking with the office is essential to have accurate numbers for the catering.

Please book with Mandy in the office (95923092) no later than Wednesday September 17th.

### SATURDAY 27th SEPTEMBER END OF MONTH CRUISE

A cruise to Royal Melbourne yacht Squadron Marina.

Contacts for this cruise will be Rod and Sandy Watson. Please contact them [rodsandy@bigpond.net.au](mailto:rodsandy@bigpond.net.au) to register your interest and get details.

### SATURDAY 4th OCTOBER OPENING DAY OF THE SEASON AT RBYC

Traditionally this day marks the beginning of the sailing season in a fun and colourful way.

We encourage all cruising boats to participate in the sail past the Commodore's vessel. Dig out your cruising group flag and dress your boat ready to give three cheers to the Commodore. Check the program for timings on the day.

### FRIDAY 17th OCTOBER FORUM DINNER MEETING

**Guest Speaker: Peter Strain**  
Cruising Turkey and the Panama Canal

### SUNDAY 26th OCTOBER DISCOVER SAILING OPEN DAY

Check website for details.

### FRIDAY 21st NOVEMBER FORUM DINNER MEETING

**Guest Speakers: Michael White and Christine Edwards**  
Living the Cruising Dream

## SWANNING AROUND

## Chair Chat

Whilst I have been swanning around the countryside enjoying my travels, football team (Eat em' alive Tigers) and grandchildren, others have been doing the slightly hard work of keeping cruising group on an even keel.

My thanks to the cruising committee for their continued hard work, while some of us disappear for periods over winter. Particular thanks must go to Jenny and Robina. Jenny, as secretary, works tirelessly and is always ready to do any job and do it well, thanks Jenny. Cruising News editor Robina has drawn the ultimate short straw, still she produces a great newsletter every month whilst cruising the east coast. I don't know what we would do without her tireless monthly work, thanks Robina.

Let's hope there is some nice spring cruising weather on the bay, I am certainly looking forward to more time on Emma-Kate.

Editors Note: Seems the Tigers run couldn't be sustained!!



## Captain Coxswain's Corner

### 'WALLOP'

Here's an old sailing term of some significance to members of RBYC, especially those familiar with the expression 'he was given a walloping'.

There was an Admiral Wallop serving in the fleet of Henry V111 who was sent to France following the burning of the town of Brighton. The Admiral soundly defeated the enemy to the extent that future overwhelming victories in all situations were referred to as a 'walloping'.